

**Table 1 - Preliminary Minimum Pavement Thickness
(DARWin M-E)**

Segment	Cumulative 20-Year Truck Volume	HMA Thickness (in.)	Cumulative 30-Year Truck Volume	PCCP Thickness (in.)
US 24 / Cimarron E/O I-25	4,542,670	7.0	7,208,220	8.5
US 24 / Cimarron Under I-25	7,367,980	7.5	11,691,400	8.5
US 24 / Cimarron W/O I-25	9,613,470	8.5	15,254,500	9.0
I-25 NB Mainline	29,808,400	14	47,527,100	9.5
I-25 SB Mainline	29,808,400	14	47,527,100	9.5
NB Exit Ramp	6,119,320	7.5	9,756,780	8.5
NB Entrance Ramp	5,824,760	7.5	9,287,140	8.5
SB Exit Ramp	5,883,060	7.5	9,300,360	8.5
SB Entrance Ramp	5,667,110	7.5	9,035,770	8.5

Both HMA and PCCP pavements were designed using 6 inches of ABC Class 6.

All PCCP pavement shall contain load transfer devices (dowels and tie bars) in conformance with
CDOT M-412

All HMA sections are to be constructed using 2 inches of SMA in the top lift and variable amounts of SX(100) PG 64-22 in the lower lifts.

The recommended PCCP sections were determined by adding 0.25 inch to the design output and rounding up to the next one-half inch.